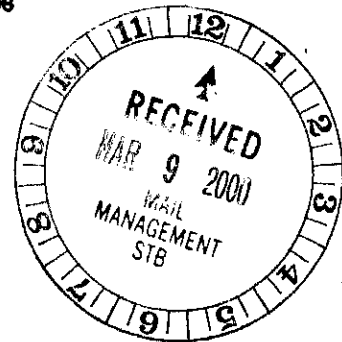


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SUNSET FOREST PRODUCTS, INC.

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February 21, 2000



Chairperson Linda J. Morgan
Surface Transportation Board
1925 K. Street, N.W.
Washington, D.C. 20423-0001

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Subject: Rail Consolidations
Finance Docket No. 33842
STB Ex Parts No. 582
BNSF/CN

Reference to my above subject relative proposed merger implementation.

All merger requests state that the result of said mergers will be increased efficiency of economics and achieving new levels of transit consistency.

The most recent merger was that of the ConRail System being acquired by both NS and CSXT.

Upon the demise of CR transit times deteriorated as that with the UPSP merger. A recent copy of a rail newsletter on January 10 states CSX shipments was 69% slower over ConRail routes while the NS was 51% slower over their portion of ConRail, than ConRail itself was delivering.

Further I am now in receipt of an NS rate increase of 4% on lumber products effective 3-1-00. I would think that the rail industry needs to sit back and breathe for a period of time without further rail mergers/consolidations.

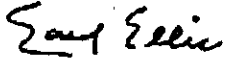
If this merger of BNSF/CN is approved, conditions should be applied to compensate shippers for excessive transit delays and guidelines as to rate increases for a period following the merger.

Although they state it will offer increasing employment opportunities due to growth I truly believe there will be a overall reduction of employees as that is where costs can be reduced, thus resulting in less efficiency of the railroads.

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Also, what will be the consequences of this merger with the KCS, IC and WC railroads already involved in policy commitments with the CN RR?

Appreciate your interests,

A handwritten signature in cursive script, reading "Earl W. Ellis".

Earl W. Ellis, Consultant
Sunset Forest Products